

# BANGOR DAILY WHIG AND COURIER.

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Daily Whig and Courier.

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All business letters should be addressed to Boyelle & Burr, and communications intended for publication should be addressed to "Editor of the Evening and Courier."

TUESDAY, MAY 18, 1886.

**Republican Caucuses.**

The Republican voters of the city of Bangor have requested to meet at the usual places for caucus meetings, on

Tuesday Evening, May 20th, 1886.

At 7.30 o'clock.  
To a meeting of the delegation which went to attend the Republican District Convention to be held from June 1st, 1886, and four delegates from the delegation to be held in Lewiston June 5th, 1886. The delegates elected from the ward, will meet at 8.30 o'clock on the same evening, at the Common Council Room, except two delegates from the 1st Ward.

By order of the Republican City Committee.

Bangor, May 13th, 1886.

Mr. Phyne's right to the seat he now occupies in the United States Senate is to be investigated.

The Ohio Legislature has passed the bill making a rearrangement of the Congressional districts.

Even some of the Democratic papers in the light of recent events have to admit that the protection idea is gaining a strong foot hold in free trade England.

Collector Anderson has called for the resignation of ten regular inspectors in the Port and Custom House, to take effect the first of next month. Their places are wanted by Dempsters.

The Brooklyn Judge who declined to grant naturalization papers to a Socialist because he was "not well disposed to the Government of the United States," marked out a wise line of policy.

The American ship B. F. Packard of Bath, 2225 tons, has arrived in Baltimore, only twenty-seven days out from Antwerp. She is noted in Baltimore as having one of the best records for long and rapid voyages of any American ship.

Referring to the Pan-Electric scandal, New York says: "The load of shame which the Administration persists in carrying is too heavy for any investigating committee to lift off. The President alone can rid the party of its deadly burden."

The shrimps of some of the London papers on the fisheries question would indicate that they are edited in insane asylums. Nothing could be more ridiculous than recent observations of the London *Observer* on this subject.

The despatches this morning announce that W. E. Barrett, who has represented the Boston *Advertiser* in Washington for the past few years, is to assume the managing editorship of the Boston *Advertiser* and *Record*. There is one thing certain, the editor-elect can change his politics, as often as the managers of the paper desire.

The people of this section who have occasionally been surprised by the Bangor letters in the Boston *Globe* will understand how much reliance to place in them, when it is known that they are the production of one R. H. Stanley. If all of the *Globe's* correspondents are equally devoid of common sense it should follow the example of the *Post* and reorganize its force at once.

Maine and New Hampshire Democrats are now engaged in a warm contest over the vacancy caused by the promotion of Dame to the position from which Mr. Bigelow was removed. The New Hampshire men having secured the more important place are now unwilling to give up the other which causes Col. Cromwell to remark that they "want the earth." Representatives from Maine and New Hampshire have visited the capital, but no decision has been reached in the matter as yet.

The Dominion authorities, no doubt encouraged by the lack of energy manifested by the State Department since the fisheries question has been under consideration, seem determined to carry things with a high hand. The seizure of the Portland schooner reported this morning makes it plain that the action of the Dominion authorities is an unequivocal denial to our vessels of all commercial privileges in their ports, in that, as has been stated, for the protection of their customs laws, as the Portland schooner had regular permission from Collector Anderson to touch and trade at all Canadian ports. Congress should at once pass the measure now pending restricting the commercial privileges of all foreign vessels to the privileges accorded our vessels by the same countries. The law is a good one at all times and its adoption will place the Government in better condition to meet such an emergency as now exists. It should arise at any time in the future. If the Dominion Government persists in refusing to grant our fishing vessels the usual privileges it is also suggested that the duty on imported fish be so increased as to practically exclude Canadian fish from our markets. This would be a severe blow to the Canadian fisheries, but it is certainly invited by the course now adopted by that Government.

The Democrats are great at preaching economy, but are not so fond of practicing it. This fact was fully demonstrated in the passage by an overwhelming majority of the bill to establish a sub-treasury at Louisville. Mr. Hiscock opposed the bill in a strong speech in which he ably vindicated the Democratic "economy" dodge. He quoted from Executive documents to show that the Treasury Department absolutely opposed this bill, as called for and against the public interests. It would have the effect of tying up several million dollars which are now in public depositories and thus of use in the transaction of business. The only possible excuse for this bill, Mr. Hiscock said, was the increase of patronage to the Democratic party. It would entail \$30,000 in taxes annually to begin with, and would soon be followed by an appropriation of at least half a million dollars for a public building. Mr. Hiscock called attention to the meaningless talk of Morrison, Hewitt, and other Democratic leaders in behalf of economy, and asked why their voices were not heard in opposition to this measure which Democratic Secretary of the Treasury had graciously declared a waste of public money. He would watch the vote with some interest to see how the Democrats recorded themselves on a measure so wholly in the interest of patronage. Mr. Morrison cried out for economy. Mr. Hancox talked continually about the overburdened people, and Mr. Randall spoke on the same strain, and yet when such a measure as this kind came up, and they were coming up every day, the Democratic party was almost a unit in favor of them.

While Secretary Bayard is trying to determine whether or not it is a time for the State Department to take some action in regard to the seizure of the Gloucester schooner, the Dominion authorities have captured a Portland vessel. We wonder how many vessels it will be necessary for the Dominion Government to capture before Mr. Bayard will sit in his little office? In this connection the "Philadelphia Bulletin" well says: Mr. Bayard has, in nothing that he has yet done, shown so much his unfitness to be the head of the State Department as in the question of the Canadian fisheries. There is a suspicion about the State Department in dealing with this question which is altogether unacceptable.

Senator Hale's address before the Northern Club in Boston Saturday was an able argument in favor of American shipping. Mr. Hale said that the total foreign commerce of Central and South America is more than \$30,000,000 per year. Of this the trade of the United States includes \$130,000,000 annual, or \$90,000,000 being as imports from those countries, while we furnish them of our own exports, but about \$40,000,000 annual. In other words, with all the advantages which lie at our door, the United States furnishes but 10 per cent. of all the natural and industrial products imported by our neighbors of the American continent. Not only do the people but also the Government of these republics stand ready to welcome any step taken by the United States to increase communication, business and friendly political relations. European nations have obtained the large proportion of this trade by Governmental aid to steamship lines, while the United States have been otherwise engaged. Our capital and enterprise have been absorbed in developing our own country. When our Democratic friends cry out against subsidies which are sought to stimulate American commerce, they must not forget, that in the last twenty-five years, we have subsidized our internal railroad system without stint. We have given in subsidies to railroad lines 211,000 acres of land and in money, as subsidies \$108,000,000. But this work has been done, and other and greater difficulties now present themselves to be considered by our business men and by our Government. We want the \$100,000,000 which are sent by Central and South American countries to England, France, Germany and other countries. To see by every means to bring this about has been the policy of the Republican party, for years. When the present Administration came into power all that was changed. Mr. Hale reviewed the efforts of the Republicans in Congress towards encouraging our commerce with the South American countries, and then roughly sustained the Senate amendment to the post-office appropriation bill.

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